

Claims

1. A parking device for vehicles in which when an engine is brought into a halt, a clutch is disconnected and the revolution of an input shaft of a transmission cannot be controlled by frictional force of the engine, said parking device comprising a parking gear provided on said input shaft, a parking lock mechanism which selectively engages with said parking gear, a change lever which instructs a gear position of the transmission and is mechanically coupled to said parking lock mechanism, and a speed-change actuator for shifting the transmission to each gear position; wherein

said parking device further comprises a neutral position detection means arranged at a neutral position of said change lever, a parking operation detection means arranged in an operation passage of said change lever from said neutral position to a parking position, a vehicle speed sensor for detecting a traveling speed of the vehicle, and a control means for controlling said speed-change actuator and said clutch based on detection signals from said neutral position detection means, said parking operation detection means and said vehicle speed sensor; and

when the operation of said change lever is detected by said parking operation detection means, said control means sends a control signal to said speed-change actuator based on a detection signal from said vehicle speed sensor to bring said transmission into engagement with a gear position that corresponds to the traveling speed of the vehicle.

2. A parking device for vehicles according to claim 1, wherein provision is further made of a limiting means for limiting the engagement of said parking lock mechanism with the parking gear, and said control means temporarily operates the limiting means based on a detection signal from said parking

operation detection means when the operation of said change lever is confirmed.